

## AMENDMENTS TO THE CLAIMS

48. A brake system comprising:

a brake pedal for operating a brake system actuator;

a pedal travel sensor for generating a stroke signal representative of the stroke of said brake pedal;

a brake system sensor for generating a second signal representative of a brake system parameter other than the stroke of said brake pedal;

a control unit responsive to a demand signal for controlling said brake system actuator, said demand signal being generated as a blended function of both said stroke signal and said second signal wherein, during a first part of the stroke of said brake pedal, said stroke signal is weighted greater than said second signal, and wherein, during a second part of the stroke of said brake pedal, said second signal is weighted greater than said stroke signal.

49. A hydraulic brake system for a vehicle comprising:  
wheel brakes for two wheels, in which the wheels are distributed at each end of  
a front vehicle axle;  
a normal source of pressurized hydraulic brake fluid, having electrically  
controllable brake valve devices disposed between said normal source and said wheel  
brakes;  
a brake pedal;  
a master cylinder supplying two brake circuits, said master cylinder being  
actuated by said brake pedal and being intended for carrying out a backup brake  
operation by muscle-powered energy via said brake pedal, each of said brake circuits  
being in fluid communication with a respective one of said wheel brakes, said master  
cylinder being in fluid communication with at least one of said wheel brakes upon at  
least one of loss of electrical power at said electrically controllable brake valve  
devices and loss of pressure in the normal source; and  
a respective normally open isolation valve being disposed between said master  
cylinder and said respective one of said wheel brakes in each brake circuit, each of  
said isolation valves being electrically switched into a closed position when said wheel  
brakes are supplied with fluid from said normal source, and at least the electrically  
controllable brake valve devices being controlled by a control unit in response to a  
braking demand signal, each of said isolation valves having a movable component,  
said isolation valves cooperating with one another to form a pressure boundary that  
enables said normal source of pressurized hydraulic brake fluid to selectively act upon  
said vehicle brake via a portion of said backup source.

## STATUS OF CLAIMS AND EXPLANATION OF SUPPORT

Applicants note that this listing of claims is provided for the Examiner's convenience and clarification.

Claims 1 through 20: Pending (and stand allowed in their original un-amended form).

Claim 21: Cancelled.

Claim 22: Pending (previously amended).

Claim 23: Pending (previously amended and stands allowed).

Claim 24: Pending (un-amended and stands allowed).

Claim 25: Pending (previously amended).

Claims 26 through 35: Pending (and stand allowed in their original un-amended form).

Claim 36: Pending (previously amended).

Claim 37: Pending (previously amended).

Claim 38: Pending (previously amended).

Claim 39: Pending (un-amended and stands allowed).

Claim 40: Pending (previously amended).

Claim 41: Pending (previously added, un-amended, and stands allowed).

Claims 42-47: Pending (previously added and un-amended).

Claim 48: Pending (presented for the first time in this Amendment). Support for this claim can be found in at least at least Figs. 1 and 10 and in Cols. 5 through 12 of the Specification as filed.

Claim 49: Pending (presented for the first time in this Amendment). Support for this claim can be found in at least Figs. 1 and 10 and in Cols. 5 through 12 of the Specification as filed.